

TRANSPORT STATEMENT

1NQ Tariff Street

Build to Rent Residential Tower Block, Tariff Street

November 2022

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1 Introduction

- 1.1 Vectos has been commissioned by Marco Living 2 Ltd & Axis-RE Ltd to provide highways and transportation advice in support of a planning application for a residential led development on land located between Tariff Street and Port Street in Manchester's Northern Quarter district.
- 1.2 The site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority. MCC are supported by Transport for Greater Manchester (TfGM) in their capacity as regional transport authority.
- 1.3 This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of a planning application

Development Site and Location

- 1.4 The strategic location of the site is shown in **Plan VN222450-G100**, with **Plan VN222450-G101** showing the site in a more local context.
- 1.5 The site is bound by Port Street to the north and Tariff Street to the south. The existing site operates as a surface car parking facility with capacity for around 115 vehicles. The site is characterised by boundary walls that would have previously formed part of a now-demolished building on the site.

Development Proposals

- 1.6 The planning application is for the development of two Build to Rent (BTR) residential tower blocks comprising:
 - Block 1– 211 units
 - Block 2- 56 units

Total: 267

- 1.7 The proposed development will also include small scale ancillary retail floorspace.
- 1.8 The development will not provide any dedicated car parking facilities and will be 'car-free'. However, the development aims to assist accessibility for all users through the provision of two disabled bays on Tariff Street. An on-street loading bay is also proposed to be located adjacent to these accessible bays.
- 1.9 The site will be supported by extensive cycle parking provision and pedestrian access will be achieved from both Port Street and Tariff Street.

Scope of Report

- 1.10 This report has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.11 Vectos has engaged with MCC highways on the scope of this report and sought their feedback in respect of the access strategy including a meeting on 19th October 2022.
- 1.12 Following this introductory chapter, the remainder of this TA is structured as follows:
 - **Section 2** – Provides a review of pertinent national and local planning policy guidance;
 - **Section 3** – Provides a review of the baseline conditions of the site and local highway network, including a review of traffic related injury accidents;
 - **Section 4** – Provides a review of the accessibility of the site by sustainable modes of travel;
 - **Section 5** – Provides a description of the development proposals;
 - **Section 6** – Provides further detail on the car parking strategy for the proposed development.
 - **Section 7** – Provides the report's summary and conclusions.

2 Planning Context

Introduction

- 2.1 This Section of the report considers the national and local planning policy guidance which is pertinent in the context of the development proposals.

National Planning Policy Framework

- 2.2 The current National Planning Policy Framework (NPPF) was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous NPPF published in March 2012 and revised in July 2018 and February 2019. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.4 Paragraph 111 goes on to state that, *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

Manchester Core Strategy

- 2.5 The Core Strategy was adopted by Manchester City Council on July 2012. It forms the key document in Manchester's Local Development Framework and covers the period of 2012 to 2027.
- 2.6 Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:

"New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport."

2.7 Sustainable travel is discussed in Policy T1 which aims to deliver a sustainable high quality and integrated transport system to encourage a modal shift away from the car. The policy states that MCC will support proposals that:

“Improve choice by developing alternatives to the private car; and

Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

- *Pedestrians and disabled people*
- *Cyclists, public transport,*
- *Commercial access,*
- *General off-peak traffic,*
- *General peak time traffic.”*

2.8 Policy T2 surrounds accessible areas of opportunity and need. It states that MCC will actively manage the pattern of development to ensure that new development is located to ensure good access to the city’s main economic drivers and is easily accessible by walking, cycling and public transport. It is stated that Traffic Impact Assessments and Travel Plans are needed for all major applications and for any proposals where there are likely to be access or transport issues.

2.9 In regard to development management, it is stated that all development should be fully accessible to disabled people and access to new development should be accessible to sustainable transport modes.

Guide to Development in Manchester Supplementary Planning Document (SPD)

2.10 The Guide to Development in Manchester SPD was adopted in April 2002.

2.11 Paragraph 2.22 of the document states that:

“In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.”

2.12 The proposed development is well aligned with this goal, being located close to a range of different facilities. The guidance goes on to describe the need for Travel Plans in new developments, stating that a Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint.

Greater Manchester Transport Strategy 2040

- 2.13 TfGM has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.
- 2.14 The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:
- Supporting Sustainable Economic growth;
 - Protecting Our Environment;
 - Improving Quality of Life for All; and
 - Developing an Innovative City Region.
- 2.15 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.
- 2.16 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.
- 2.17 A central feature of the Greater Manchester Transport Strategy 2040 includes the 'Right Mix Vision' which aims to drastically reduce car travel and is closely related to the regions Net Zero Carbon strategy. This car-free development will align with these strategies by providing a highly sustainable community with ease of access to the City Centre.

City Centre Transport Strategy

- 2.18 The City Centre Transport Strategy for Manchester, including Salford Central areas, was adopted March 2021. The central aim is to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak. For travel within the city centre, there is an aspiration that walking will become an even more important mode of travel.
- 2.19 To achieve this, it will be necessary to consider how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, how to best make use of highly valuable city centre space and ensure the City Centre continues to thrive as the hub for economic growth.
- 2.20 To achieve this, based on predicted levels of growth, the plan is for:
- Almost a doubling of Rail and Metrolink trips in the morning peak;
 - A 50% increase in bus trips into the city centre in the morning peak;
 - More than doubling the number of people walking and cycling into the city in the morning peak; and
 - A reduction in car trips.

- 2.21 The practical measures in the City Centre Transport Strategy that are particularly relevant to the development are the predominance of public transport or active travel measures to access day to day activities. By creating a development with no car parking set in a quality landscaped space, the development conforms to the vision and goals as set out in these aspirations.

Summary

- 2.22 This Section has set out the key policy and guidance of relevance to the proposed development.
- 2.23 The next Section of this report sets out the baseline conditions in the vicinity of the site.

3 Baseline Conditions

Introduction

- 3.1 This Section of the report provides a description of the baseline conditions in the vicinity of the site, including the surrounding area, local highway network and personal injury accident data.

Site Location and Context

- 3.2 The proposed development is located within the Northern Quarter district of Manchester City Centre and is currently configured as surface level car park providing for approximately 115 vehicles. Existing access points are in place on both Port Street and Tariff Street.
- 3.3 Port Street forms the north boundary of the site while Tariff Street forms the southern boundary. Currently the site is surrounded by private car parks from west and east directions. The location of the site is shown in **Figure 3.1**.

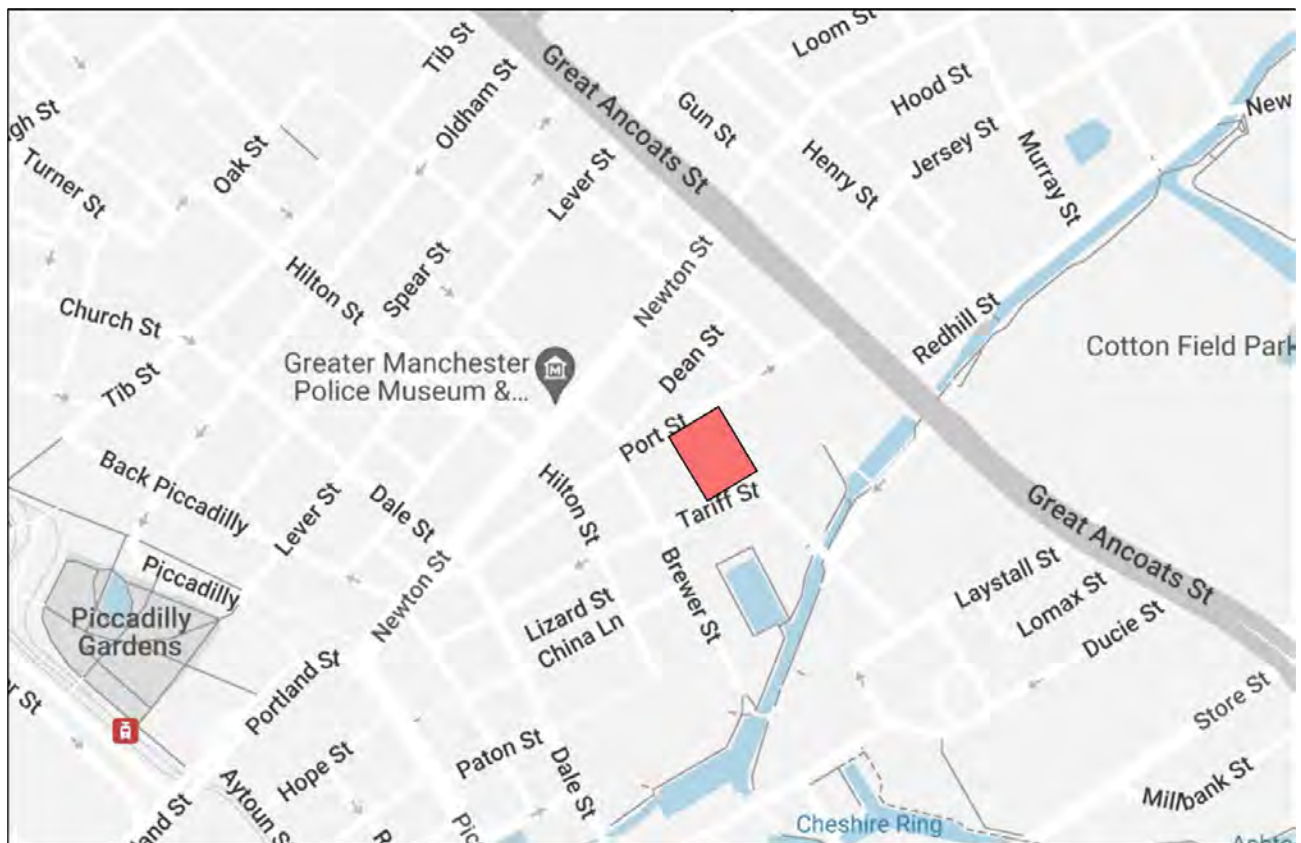


Figure 3.1: Site Location

Surrounding Highway Network

- 3.4 The following paragraphs provided a brief review of the highway network in the immediate vicinity of the proposed development site.

Great Ancoats Street/ A665

- 3.5 The street runs in an approximate north-west to south-east alignment connecting to the Green Quarter in the north and then further forming a signalised junction with Ashton Old Road to the south. Great Ancoats Street is a dual carriageway road and is provisioned with wide footways on both sides of around 7m.
- 3.6 This route benefits from high levels of natural surveillance due to existing pedestrian volumes, residences and businesses. The street is well-lit and provisioned with controlled crossing points to serve key pedestrian desire lines.

Port Street

- 3.7 As previously detailed, Port Street forms the northern boundary of the proposed development site and will be a key point of access for residents once the proposed site is in operation.
- 3.8 In the vicinity Port Street is characterised by wide, well-lit footways on both sides of the carriageway. On-street parking bays and loading bays are prevalent. Parking outside of these designated areas is regulated by double yellow lines.
- 3.9 Traffic flow along Port Street is restricted to one-way with northbound traffic only permitted along this route.
- 3.10 To assist cyclists travelling southbound on Port Street, a contra-flow cycle route is provided from Great Ancoats Street.

Tariff Street

- 3.11 Forming the southern boundary of the proposed development site, Tariff Street connects Dale Street to the west to Laystall Street to the east.
- 3.12 The effective carriageway of the street is approximately 6.5m excluding the on-street parking provision on one side of the road.
- 3.13 In the vicinity of the site, it is provisioned with footways on both sides and street lighting is in place.
- 3.14 On-street car parking bays are provided on the southern side of the carriageway on the section between the proposed site and Brewer Street. Of these bays, two are currently allocated for Enterprise Car Club vehicles.
- 3.15 Further on-street bays are provided as the road turns southwards to before joining Laystall Street.

Public Car Parking Provision

- 3.16 As previously described, there are a wide range of on-street parking bays in close proximity to the proposed site including bays located on Port Street, Tariff Street and Newton Street.
- 3.17 In addition to extensive on-street provision, there are a wide range of off-street parking facilities within a short walk of the proposed development site. A snapshot of off-street car parking facilities within a 400m radius of the proposed site is shown in **Figure 3.2**.



Figure 3.2: Off-Street Car Parking

- 3.18 As shown in **Figure 3.2**, there are over 2,000 publicly available car parking spaces within a short walking distance of the proposed development site.

Highway Accident Record

- 3.19 A review of accident data for the most recent five-year period (2017-2021) has been conducted for Port Street and Tariff Street.
- 3.20 This information has been sourced from online records of accident statistics made available by UK Local Authorities on CrashMap, a national database of traffic accidents. An extract from the CrashMap website is shown in **Figure 3.3**.

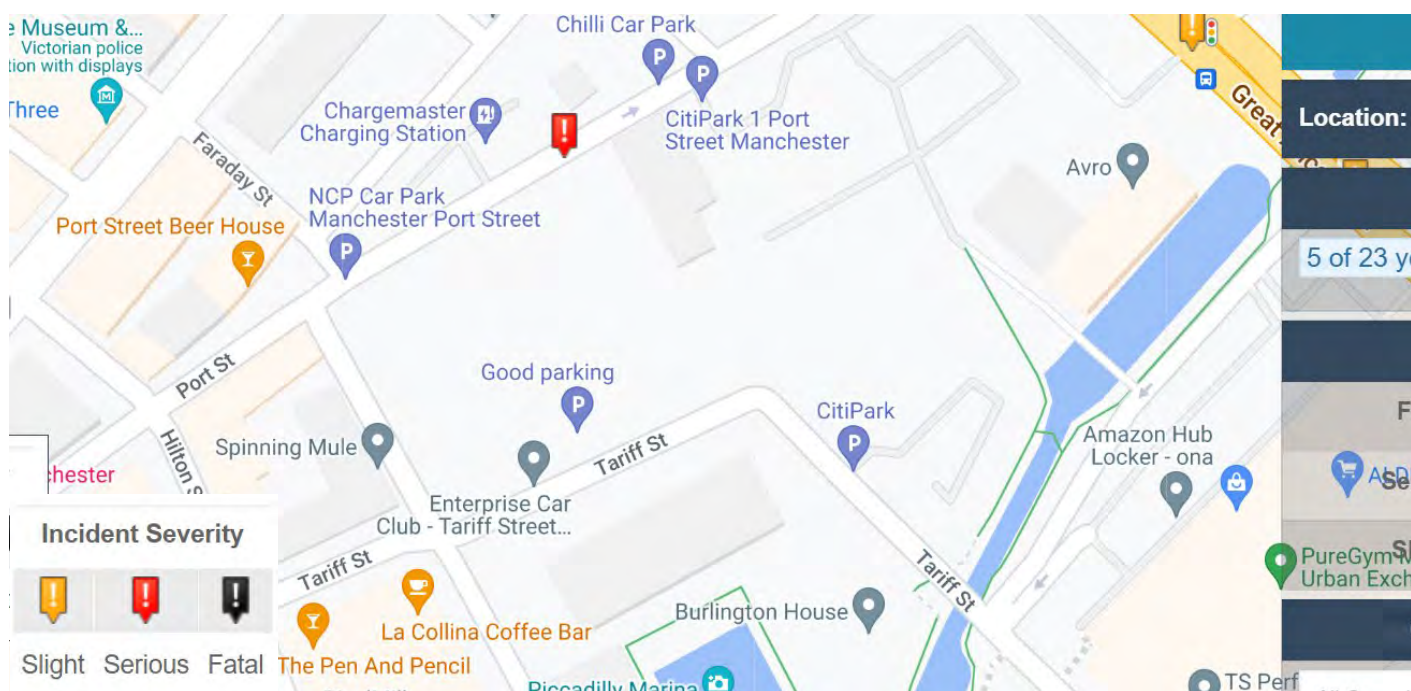


Figure 3.3: Injury Accident Data 2017-2021 (Source: CrashMap)

- 3.21 As shown in **Figure 3.3**, a single injury accident has been recorded on Port Street during the most recent five-year period. The severity of the accident was classified as serious.
- 3.22 The record indicates that this incident involved a car and a pedal cycle and suggests that a collision took place resulting in serious injuries for the cyclist.
- 3.23 Whilst all accidents are regrettable particularly those that result in serious or fatal injuries the rate of accidents over a five-year period is not considered to be indicative of any underlying highway safety issues on the network. There is therefore no evidence that the proposed development would have any negative impact on highway safety.

Summary

- 3.24 This Section of the report has provided a review of the baseline highway conditions in the vicinity of the proposed development site.
- 3.25 Having outlined the existing highway conditions, the next Section of this report provides a detailed review of the accessibility of the proposed site by sustainable modes of transport.

4 Site Accessibility by Sustainable Modes of Transport

Introduction

- 4.1 This Section outlines the accessibility of the proposed development site by a range of sustainable modes.

Accessibility on Foot

- 4.2 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting/ school purposes is 1km, with a preferred maximum distance of 2km.
- 4.3 **Plan VN222450-G102** highlights areas within a 1km and 2km walking catchments which equates to a 12 and 24 minute walk respectively.
- 4.4 As shown, almost the entirety of Manchester City Centre is within a short walking distance of the proposed site. Future residents will benefit from wide-ranging leisure, employment and retail opportunities without the need to resort to car travel.
- 4.5 As previously described, the site is situated a highly urban and highly developed pedestrian network which will ensure that residents make a significant proportion of trips on foot.

Accessibility by Cycling

- 4.6 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that "many utility cycle journeys are under 3 miles (approximately 5km) although for commuters a trip distance of over 5 miles is not uncommon". Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.
- 4.7 **Plan VN222450-G103** shows designate cycle routes and the extent of the cycling catchment of the proposed site. The catchment covers the entirety of Manchester City Centre with addition to the parts of Salford, Trafford, Longsight, Failsworth and Higher Blackley. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.

- 4.8 TfGM's online mapping facility shows that the site is located in close proximity to a range of cycle routes and low traffic speed zones. An extract from this tool is provided in **Figure 4.1**.

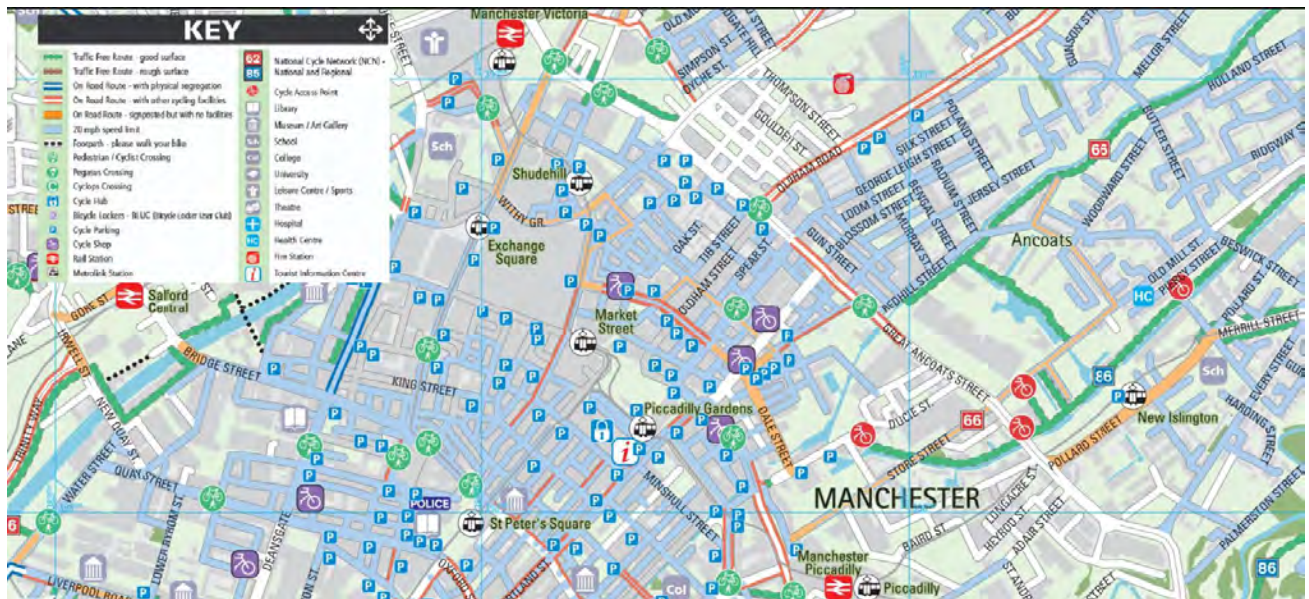


Figure 4.1: TfGM Online-Mapping Extract

- 4.9 As shown in **Figure 4.1**, the proposed development site is surrounded by roads subject to 20mph speed restrictions which ensures that these are highly conducive to trips by bicycle. Pegasus crossings are provided at key desire line points to ensure that cyclists can safely cross links such as Great Ancoats Street and Lever Street.
- 4.10 National Cycle Route 66 passes close to the site through Store Street which is approximately 500m to the south-east of the proposed site. Much of Route 66 comprises of traffic free canal-side cycleways and connects Manchester with Kingston upon Hull. More locally it would afford future residents access to areas such as Failsforth and Rochdale.
- 4.11 As is also shown, the proposed site is located in close proximity to a range of bike shops ensuring that residents will be able to maintain and repair their bicycles with ease.
- 4.12 On this basis of this review, it is concluded that the proposed development site is well located to encourage journeys by bicycle amongst future residents and other site users.

Accessibility by Public Transport

- 4.13 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site.
- 4.14 The tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.15 The proposed development site has a GMAL of 8, indicating that the site benefits from the highest level of accessibility for public transport.

By Bus

- 4.16 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 4.17 The nearest bus stop accessible by the proposed development is located approximately 150m to the north-east of the site on Great Ancoats Street. Bus services available from this location include the 15, 34, 34A, 36 and 37 connecting to a range of destinations including Stalybridge, Ashton-under-Lyne and Droylsden.
- 4.18 As would be expected within Manchester City Centre, there are a number of other bus stops that fall within a short 400m walking distance. Of particular note are stops located at Piccadilly Gardens bus station around 400m to the south west of the proposed site. From this central public transport node, highly frequent services are available to many destinations within Greater Manchester. Key destinations include Chorlton, East Didsbury, Manchester Airport, Flixton, Bolton, the Trafford Centre, Partington and Stockport.
- 4.19 Future residents will also be able to use the Manchester free bus service which connects key areas of the City Centre. **Figure 4.2** shows the location of the site with respect to the free bus service routes. The service runs on a 10 minute frequency and can be accessed from Lever Street.

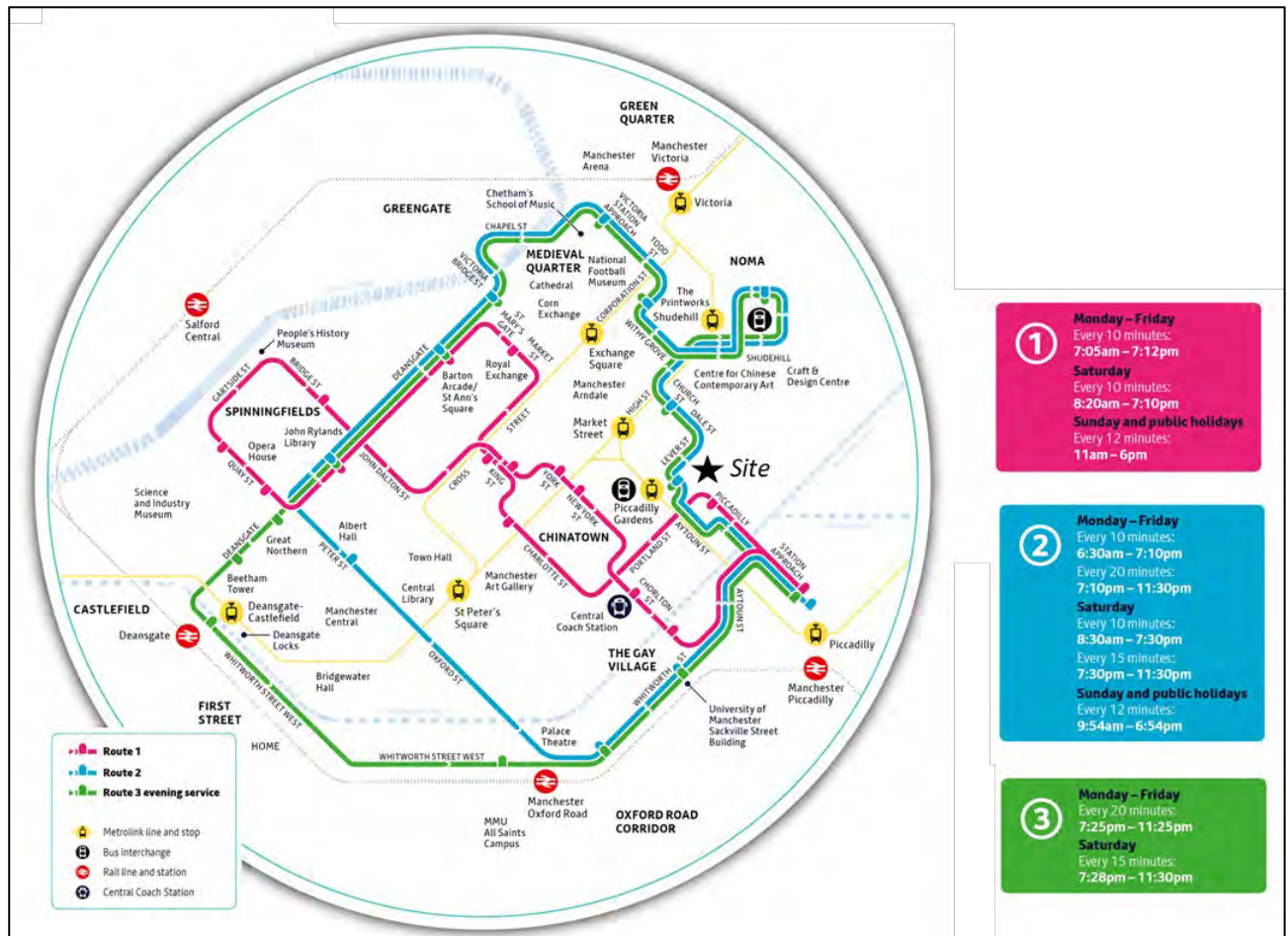


Figure 4.2: Free Bus Route Map

By Metrolink

- 4.20 Metrolink services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes during the day on Monday to Saturday. All lines operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield. Given the high frequency of Metrolink services it is considered that these would offer a feasible travel alternative as part of a linked trip, particularly to areas such as Media City or the Trafford Centre.
- 4.21 All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 4.22 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. Piccadilly Gardens is the closest Metrolink stop for the residents around 400m to the south west of the site. Metrolink service currently cover a broad area of Manchester and its outlying residential districts. **Figure 4.3** illustrates the Metrolink network and demonstrates the wide range of destinations available across Greater Manchester.

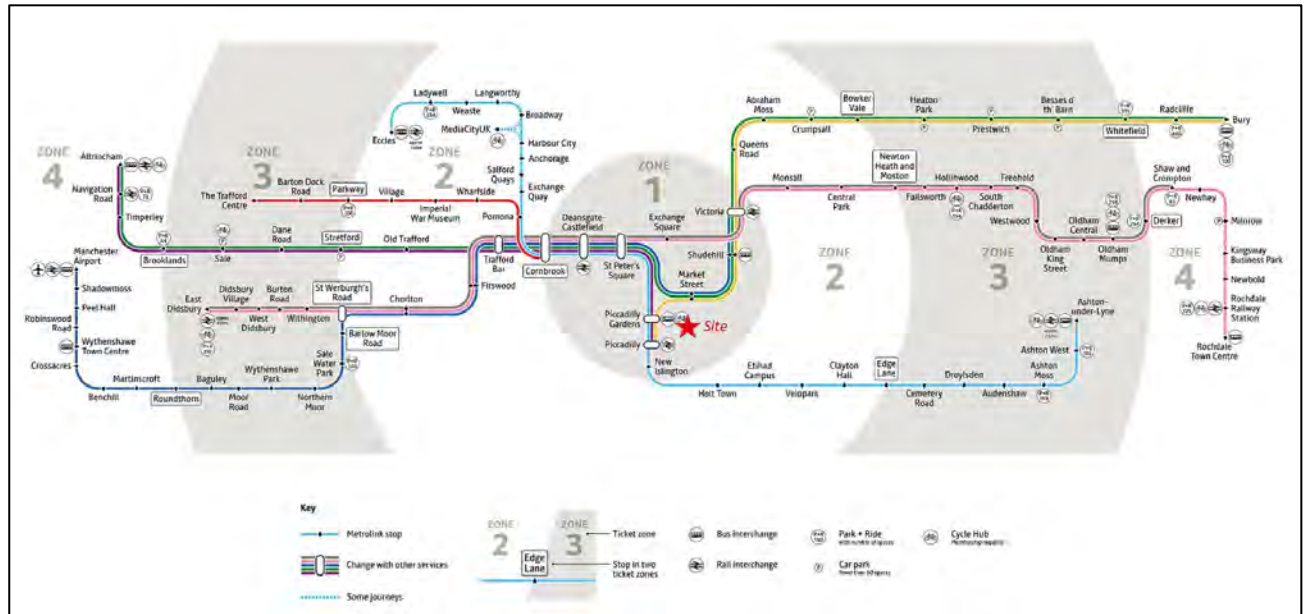


Figure 4.3: Metrolink Network Map

By Rail

- 4.23 The closest train station to the proposed development is Piccadilly rail station which is 10 minutes' walk to the south. Station provides frequent services to major destinations such as Nottingham, Cardiff, Holyhead, Glasgow, Edinburgh and Newcastle.
- 4.24 Victoria rail station is located to the north, a 15-minute walk away. The station offers access to frequent services to Leeds, Liverpool, Huddersfield, and Blackpool.
- 4.25 While Deansgate and Oxford Road Stations accessible by a longer walk but both are readily accessible by Free Bus and Metrolink services. Some of the major destinations connected through Deansgate and Oxford Road are Manchester Airport, Blackpool, Norwich, Scarborough, Southport, Buxton and Stoke-on-Trent.

Car Clubs

- 4.26 Enterprise Car Club operate two bays approximately 30m to the south west of the proposed development. Enterprise Car Club offers a low-cost alternative to owning a car. Users pay a modest up front annual fee then an hourly charge from as low as £4.60 per hour.

Summary

- 4.27 This Section of the report has clearly demonstrated that the proposed development site is located in area with high levels of accessibility to a range of sustainable modes. This will be key in ensuring that future residents can live a car-free lifestyle.
- 4.28 Having established that the proposed development site is appropriately located to be car-free, the next Section of this report sets out the proposed development in detail.

5 Development Proposals

Introduction

- 5.1 This Section of the report provides a description of the proposed development including access arrangements and other measures to encourage sustainable travel.

Proposed Development

- 5.2 The planning application to which this document relates proposed the redevelopment of the site provide a total of 267 residential apartments across two blocks:
- Block 1 - 211 units
 - Block 2 - 56 units
- 5.3 The proposed site will include ancillary retail units with a total floor area of 187 sqm.
- 5.4 A ground floor plan of the proposed development has been provided as **Appendix A** of this report.

Access

- 5.5 The main entrance to the proposed site will be from Tariff Street with a secondary access point located on Port Street. This proposed arrangement is shown in **Figure 5.1**.

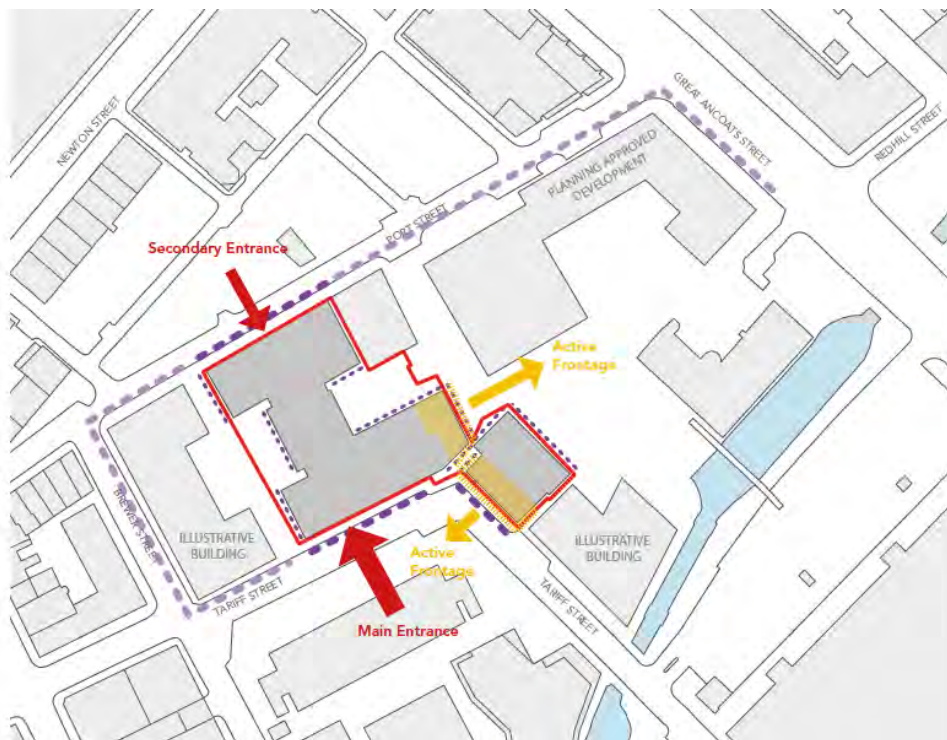


Figure 5.1: Entrance Points and Active Frontages

- 5.6 The layout of the site is such that it will ensure permeability through to communal spaces shared with adjacent committed and future developments as well as a direct connection to Great Ancoats Street. This is illustrated in **Figure 5.2**.

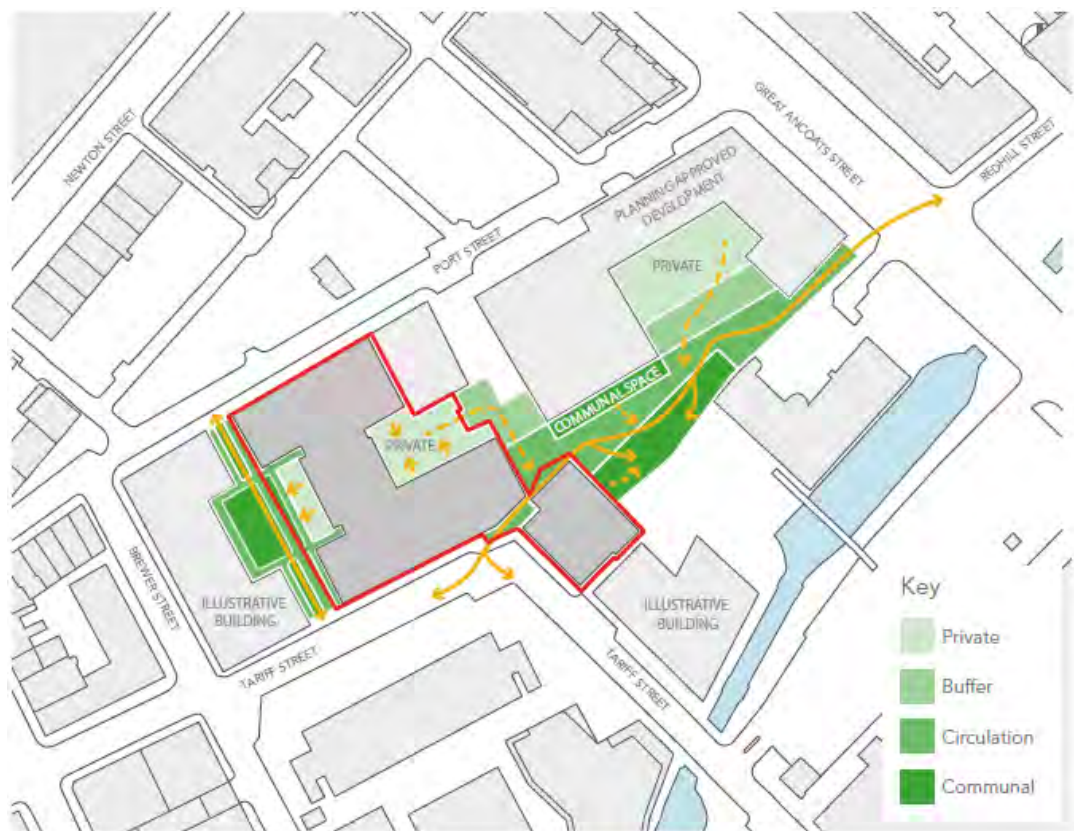


Figure 5.2: Site Permeability

- 5.7 As demonstrated in the **Figures 5.1** and **5.2**, the proposed development will positively contribute to the urban environment and ensure ease of access for pedestrian trips.

Cycle Parking

- 5.8 Extensive cycle parking is proposed in order to support future residents in pursuing a car-free lifestyle. The following cycle parking is to be provided on the lower ground floor of each proposed block:

- Block 1– 211 secure cycle spaces
- Block 2 – 56 secure cycle spaces

- 5.9 The above equates to 1:1 ratio between apartments and cycle spaces.

Proposed On-Street Provision

- 5.10 Reference should be made to **Drawing VN222450-D100 Rev A** which has been included at the rear of this report. The drawing includes a General Arrangement of two new disabled bays and a loading bay on Tariff Street directly adjacent to the proposed development.

- 5.11 As shown, a 4.8m carriageway width would be maintained which complies with guidance contained with Manual for Streets. **Drawing VN222450-TR100** includes an AutoTRACK assessment of a refuse vehicle and large car passing one another on Tariff Street adjacent to the proposed bays. As shown, there is sufficient width to accommodate these movements.
- 5.12 **Drawing VN222450-TR100** also includes additional AutoTRACK assessments to demonstrate safe and efficient access in and out of the bays. As shown, the loading bay can safely accommodate a large refuse vehicle and large cars can access and egress the disabled bays.
- 5.13 In order to accommodate the proposed bays, the existing kerbline along northern side of the Tariff Street carriageway is to be amended. Despite this, the proposed development is able to offer public realm space to ensure a minimum 2m effective footway width is maintained and this is delineated by a green line included on **Drawing VN222450-D100 Rev A**.
- 5.14 It is proposed that the majority of the effective footway width is offered up for adoption so that it becomes a permanent feature of the public pedestrian network. However, a minor strip will be excluded from this and remain under private control where the building overhangs the footway. The overhang of the upper floors of the building is shown as solid black line running parallel to the effective footway green line in **Drawing VN222450-D100 Rev A**.
- 5.15 The proposed bays will have no material impact on carriageway width or visibility at this location. The existing TROs in the location of the proposed bays currently permit vehicle parking at certain times. With the proposed amendments to the kerbline the proposed bays will set parked vehicles further back and act to increase the effective carriageway width at this location thereby providing a betterment compared with the existing highway layout.

Refuse and Servicing

- 5.16 A dedicated Waste & Servicing Strategy has been prepared and submitted alongside this report. Servicing and refuse collection arrangements are set out in brief below.
- 5.17 As described above, the proposed development would introduce a new loading bay on Tariff Street which would facilitate deliveries and refuse collection for both the residential blocks and the retail units. It is also anticipated that this loading bay would be used by residents as they move belongings in and out of their apartments.
- 5.18 As shown, a total of three refuse storage areas are to be included on the ground floor levels of the proposed residential blocks. Of all are accessible from the proposed loading bay on Tariff Street. However, Refuse Store 02 could be accessed from Port Street as well to reduce bin dragging distances if required.

6 Parking Management Strategy

Introduction

- 6.1 This Section of the report provides further evidence and a strategy to support the proposed development's car-free approach.

Casual Car Use

- 6.2 As previously described, there are existing car club bays located on Tariff Street approximately 30m to the west of the proposed development site.
- 6.3 These bays are managed by Enterprise Car Club and provides an MCC/ TfGM supported solution to meet the occasional and casual vehicle needs of future residents. Discussions with MCC indicated that this existing provision will be sufficient to serve the proposed development.
- 6.4 The car club enables members to benefit from low cost, convenient and greener motoring. Membership of the car club will help facilitate residents in undertaking a more sustainable pattern of living by negating the requirement to own and store a car.
- 6.5 Longer term car hire solutions are also offered by Enterprise at the Grand approximately 270m to the south west of the proposed site. Enterprise also provide a drop off service to resident's doors ensuring safe and convenient access to their hire vehicles.
- 6.6 On the basis of the above, it is considered that both the short and long term occasional vehicle hire needs of future residents can be met without the need to own and operate a private vehicle.

Resident & City Centre Car Ownership Characteristics

- 6.7 Reduced parking levels for new City Centre residential schemes is supported by the principles of the NPPF and other local policies.
- 6.8 MCC and TfGM have signalled their support of restricting parking provision at residential developments in City Centre context both in policy terms and planning precedent. As demonstrated in this report, the proposed development site benefits from high levels of accessibility and is located in close proximity to key amenities and services.
- 6.9 MCC has taken a progressive approach by recognising in their Residential Quality Guidance that *"the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement"*.
- 6.10 TfGM collects transport and travel information from a sample of households every year through the Greater Manchester Travel Diary Surveys (TRADS). This data indicated that in 2018, 71% of City Centre households do not own a car. It also revealed that none of the surveyed residents use the car to travel to work, even if they had access to a vehicle.

- 6.11 In addition to significantly lower than average car ownership levels within the City Centre, in recent years there has been sustained decline in car use amongst young adults (17-29). A study entitled *Young People's Travel – What's Changed and Why?* prepared by The Centre for Transport & Society, UWE Bristol and the Transport Studies Unit, University of Oxford (January 2018) confirms this trend. The study revealed that between 1995-99 and 2010-14 there was a 36% drop in number of car driver trips per person made by people aged 17-29. The study also found that the proportion of young people with a driving license also fallen in the same period.
- 6.12 MCC's 'Our Manchester: The Manchester Strategy' further supports the principle of car-free development within the City Centre stating that "*Manchester is the best city, outside London, to live without a car*". MCC further state that there has been significant growth in City Centre residents, in part due to people who want to live and work in the city and the strategy seeks to capitalise on this by "*delivering high density housing developments [to] ensure that more people accessing jobs live within the city*". This further supports car-free living by reducing the need to travel by car between a place of residence and employment.
- 6.13 In the Greater Manchester Transport Strategy 2040, TfGM expands on the impact of the urban renaissance and opportunities this brings to low car living:
- "Urban densification means more demand for public transport and active travel and less demand for car travel. That is partly because short-distance trips to urban centres favour active modes and public transport – especially bus travel. Also, car ownership is less attractive in dense urban areas due to cost and difficulties of parking cars there. So, urban densification offers a major opportunity to reduce car dependence and to promote the concept of mobility as a service, in which citizens choose between walking, cycling, public transport, taxis and car-hire – perhaps through membership of car clubs."*
- 6.14 TfGM seeks to build on the declining trend in car ownership and appetite to private vehicle use in appropriate areas to improve sustainable living and reduce congestion. The strategy states that:
- "... there is potential to exploit the increasingly popular 'sharing economy' concept to enable people to access a car or bike for occasional trips, even if they do not own one as an individual"*
- 6.15 The strategy also states that:
- "At the same time as our population is growing, however, attitudes to owning and using a car are also evolving. Many younger people no longer see car ownership as essential. Growing, ageing and more affluent populations will also choose different ways to travel. The growth of car clubs, the advent of online taxi dispatch companies, and the use of social media to arrange shared transport can provided transport on demand without the costs and responsibilities of car ownership and will help to shift attitudes towards car ownership over time. This provides a great opportunity to develop a more integrated and flexible transport system."*
- 6.16 While it is recognised that not every city centre resident will want to live without a car and that not all sites or developers are suitable to service this sector of the market, it is clear that a balance needs to be struck between housing for car owners and housing for non-car owners. The Manchester housing market provides many options for residents who prioritise car ownership, but to fit with transport

policy and trends in mobility the market should also cater for those that do not. The proposed development provides an opportunity to cater directly for this car-free market.

- 6.17 Unlike other land uses (such as retail, education and employment developments), the future residents of the site have a choice in locating at the development in the knowledge of the parking available. Research shows that people select a home location that meets their specific mobility, travel and car ownership needs. A resident that owns a car is very unlikely to choose to live at a development if there is no space available for them to store it. These residents will instead choose one of the number of apartment buildings nearby that provide parking on-site.

Resident Parking Strategy

- 6.18 Commensurate with the accessibility level and future resident needs, the proposal provides no parking on the Site. Residents will be informed of the lack of parking when they arrange to rent an apartment and will be provided with a travel pack that provides information and resources to allow them to make sustainable travel choices when they move in.
- 6.19 In the unlikely event that a resident has a car but does not have a space on site, the resident will be able to purchase a season ticket at one of the identified NCP car parks. In this instance, the resident will be provided with a link to MCC's webpage on season tickets for residents and contact details for NCP.
- 6.20 Disabled residents can park for free and unrestricted lengths of times in existing Pay & Display bays in the area, provided they display a Blue Badge. This will include the two proposed disabled bays outside the site frontage on Tariff Street. Disabled parking is also available in the public car parks serving the area.

Visitor & Staff Parking Strategy

- 6.21 Given the location of the proposed site, it is expected that most visitors will arrive on foot, by cycle or public transport.
- 6.22 Should a visitor arrive by car then they can use Pay & Display bays located in the area or one of the numerous off-street facilities located within a short walk.
- 6.23 Disabled staff and visitors can park for free and unrestricted lengths of times in existing Pay & Display bays in the area, provided they display a Blue Badge. This will include the two proposed disabled bays outside the site frontage on Tariff Street.
- 6.24 Future commercial tenants will be advised of the lack of parking on the Site and will be provided with a copy of the site's Travel Plan.

Summary

- 6.25 This Section of the report has established the proposed development's compliance with MCC and TfGM policy and strategy in relation to City Centre living. Casual car use will be served by existing car clubs bays in close proximity to the proposed development site.

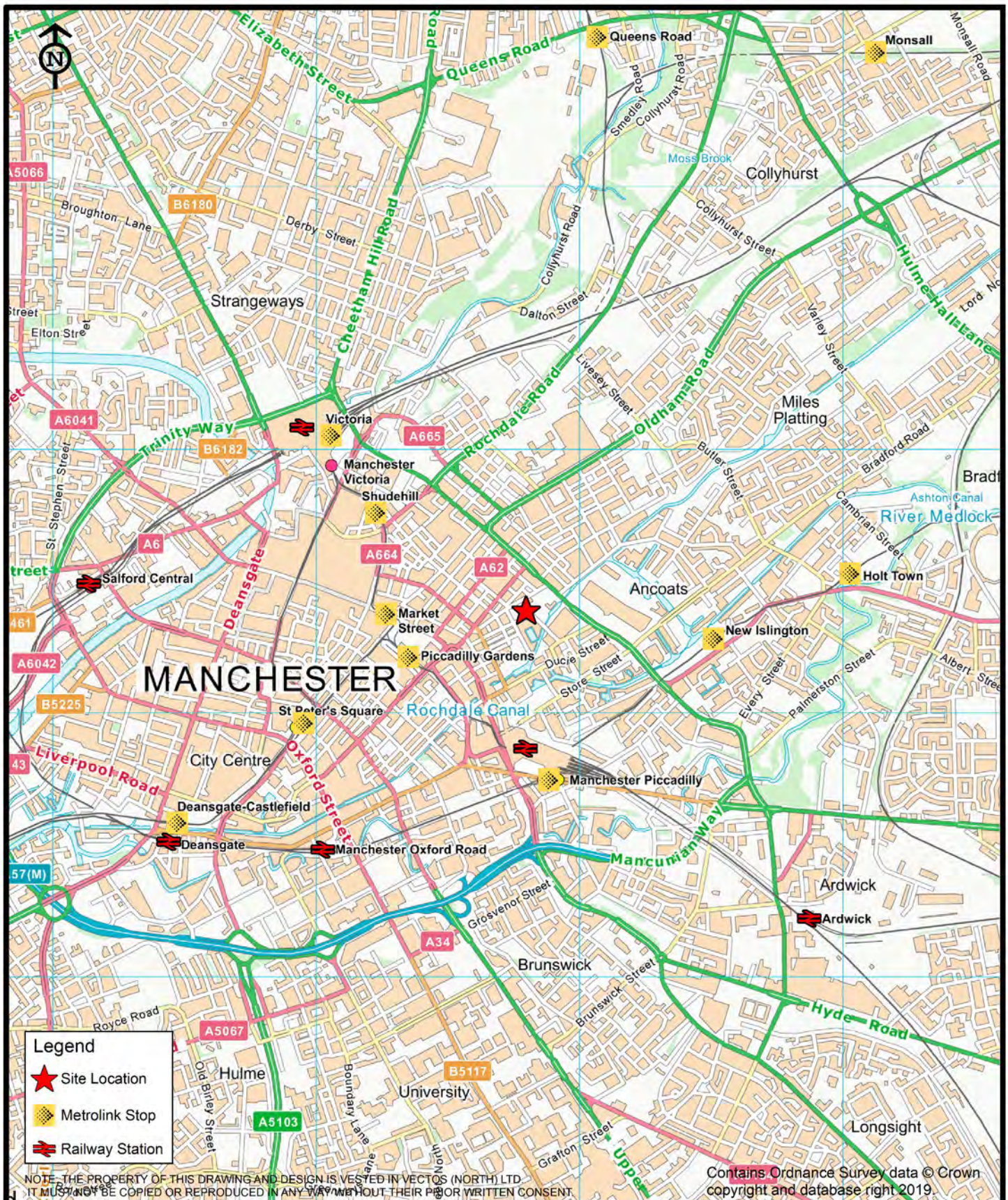
7 Summary and Conclusions

- 7.1 Vectos has been commissioned by Marco Living 2 Ltd & Axis-RE Ltd to provide highways and transportation advice in support of a planning application for a residential led development on land located between Tariff Street and Port Street in Manchester's Northern Quarter district.
- 7.2 Based on the information on presented within this report, the following key conclusions can be drawn:
- There are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of this application.
 - The site is located in a highly accessible location within Manchester City Centre and is well-placed to facilitate trips by staff and visitors on foot/ bicycle and public transport hubs.
 - Given the absence of car parking provision at the proposed development, and the highly sustainable city centre location, the scheme is not forecast to generate any material level of vehicle trips.
 - The majority of trips are forecast to be undertaken via sustainable travel modes. The servicing trips will be minor which is negligible in the context of the vehicle flows on the surrounding streets.
 - A loading bay is proposed on Tariff Street which will be able to accommodate the servicing of large refuse/ delivery vehicles to the site.
 - Two accessible bays are proposed on Tariff Street to ensure ease of access for all users.

Conclusion

- 7.3 It is considered that the proposed development is consistent with MCC and TfGM policy and is appropriately located to operate as a car-free development. It is in a sustainable location and the transport and public realm measures implemented with the development will enhance the sustainable transport outcomes for those accessing the development.
- 7.4 The NPPF states that *“development should only be prevented or refused on highway grounds if the residual cumulative impacts on the road network would be severe”*. This report has demonstrated that the residual cumulative impact of development would not be severe, and on this basis, there are no material reasons why the proposed residential development should not be granted planning consent on highways and transportation grounds.

Plans



CLIENT:

Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:

1NQ Tariff Street

DRAWING TITLE:

Site Location (Wider Context)

vectos. | PART OF **SLR**

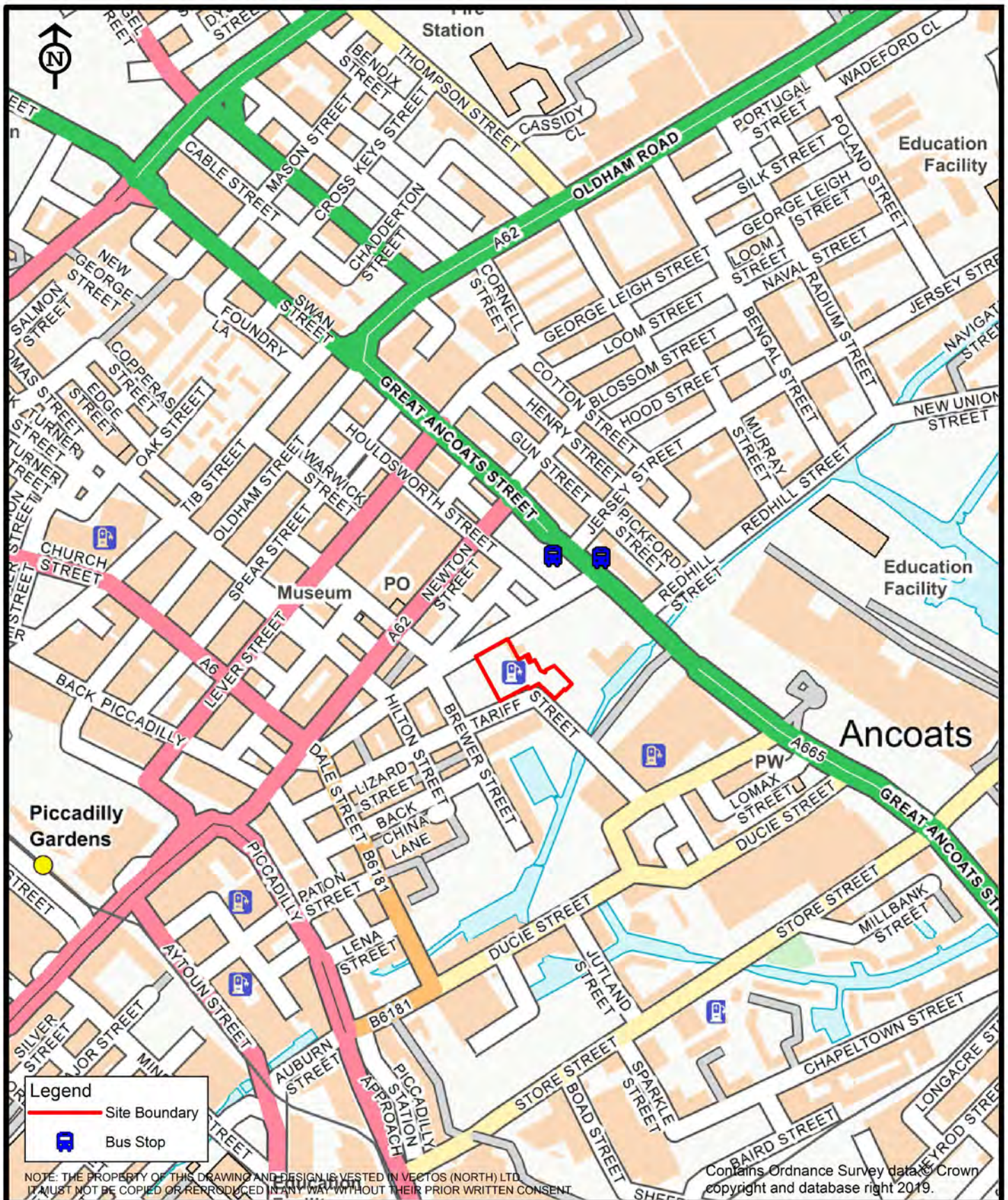
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DRAWN: CJ
CHECKED: OM
DATE: October 2022

SCALE: 1:20,000 at A4

DRAWING NO: VN222450-G100

REVISION:



CLIENT:

Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:

1NQ Tariff Street

DRAWING TITLE:

Site Location (Local Context)

vectos. | PART OF **SLR**

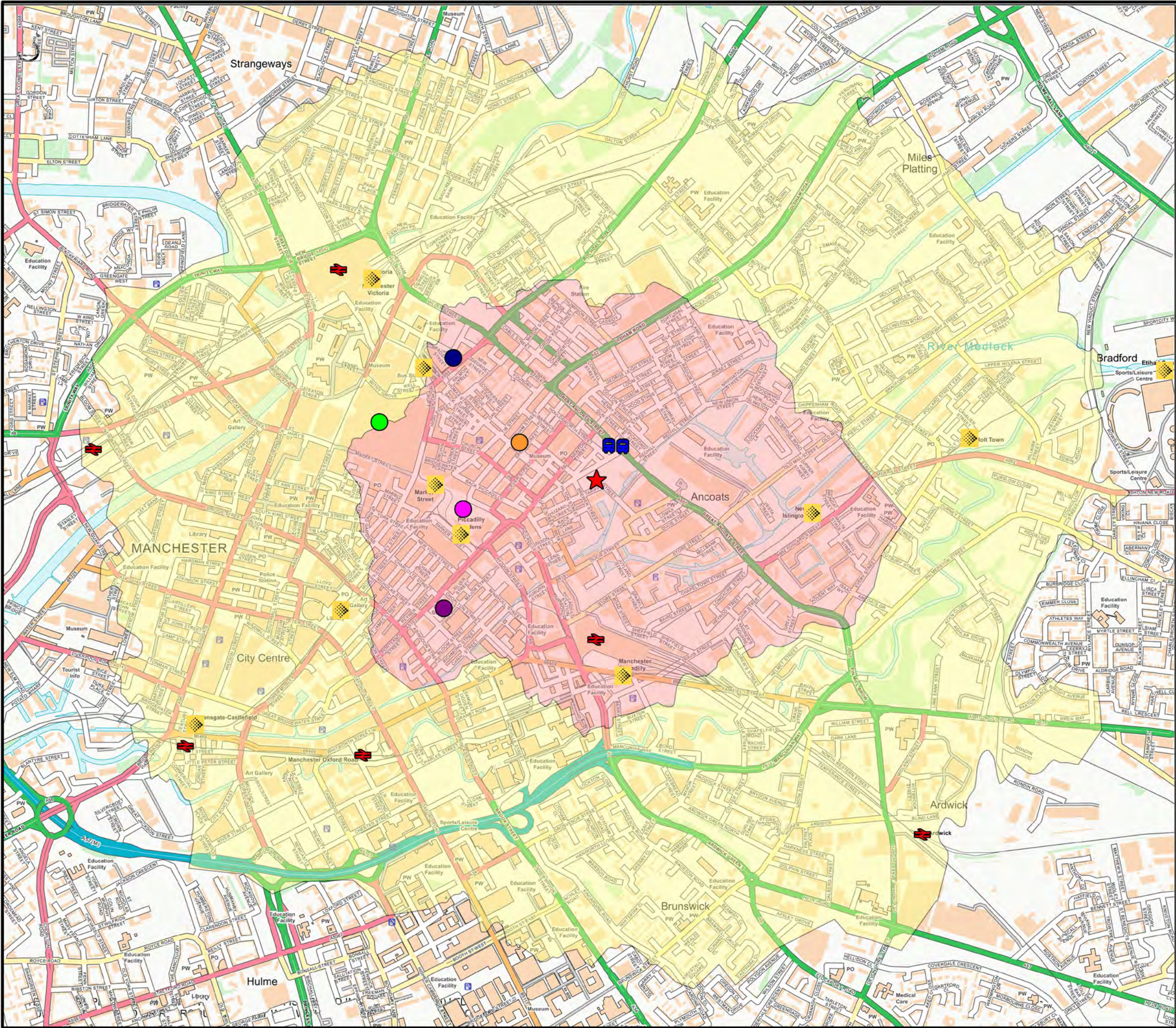
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DRAWN: CJ
CHECKED: OM
DATE: October 2022

SCALE: 1:5,000 at A4

DRAWING NO: VN222450-G101

REVISION:



Legend

- ★ Site Location
- Bus Stop
- Metrolink Stop
- Railway Station
- Manchester Central Coach Station
- Shudehill Bus Station
- Manchester Arndale
- Northern Quarter
- Piccadilly Gardens

Walking Catchment

- 0 - 1km
- 1 - 2km

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CLIENT:
Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:
1NQ Tariff Street

DRAWING TITLE:
Walking Catchment

SCALE:
N.T.S

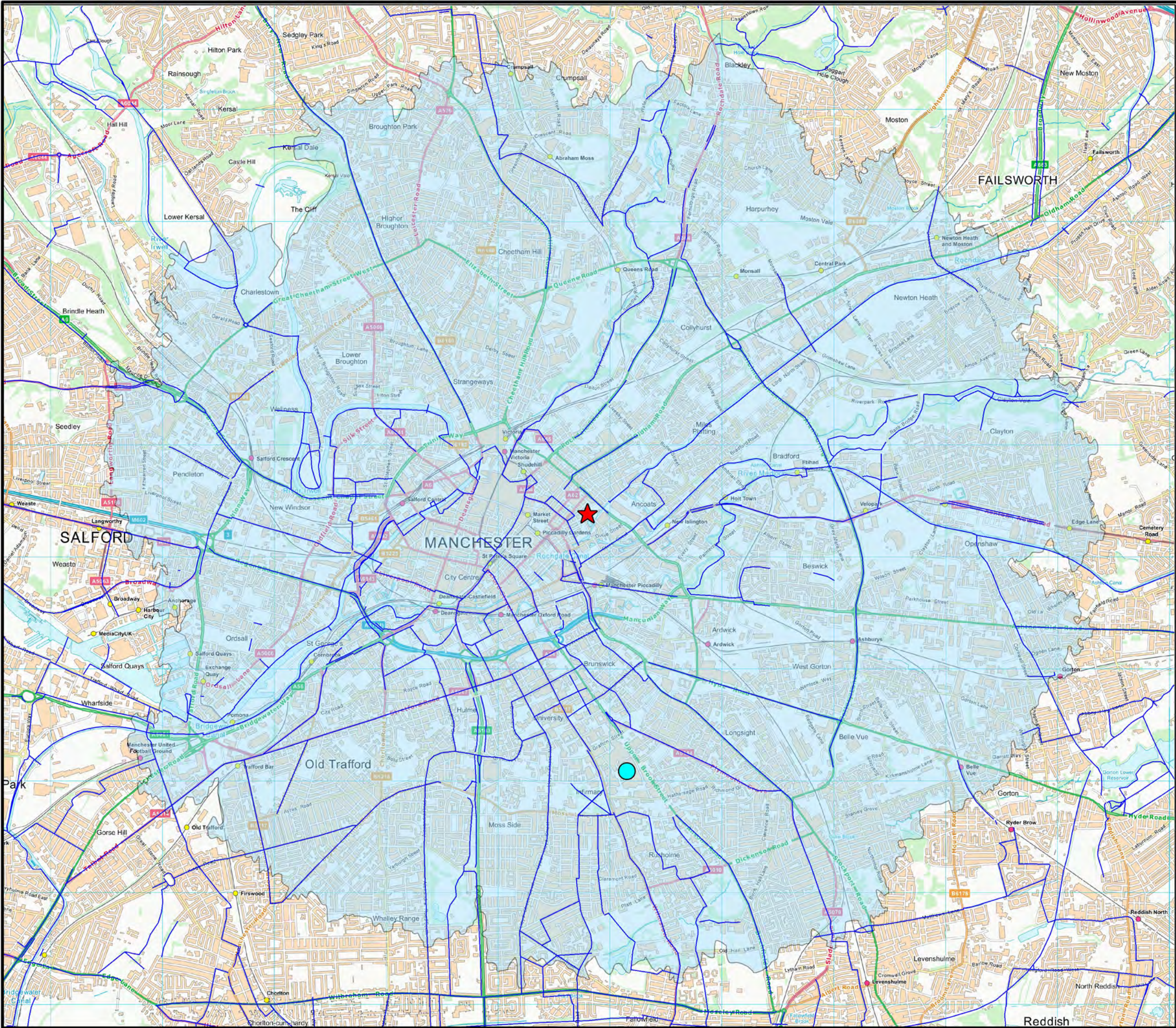
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DRAWING NO:
VN222450-G102

REVISION:



Legend

★ Site Location

— Designated Cycle Route

● Manchester Royal Infirmary

Cycling Catchment

0 - 5km

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CLIENT:
Marco Living 2 Ltd & Tariff Street Properties Ltd

PROJECT TITLE:
1NQ Tariff Street

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN: CJ	CHECKED: OM	DATE: Oct 2022
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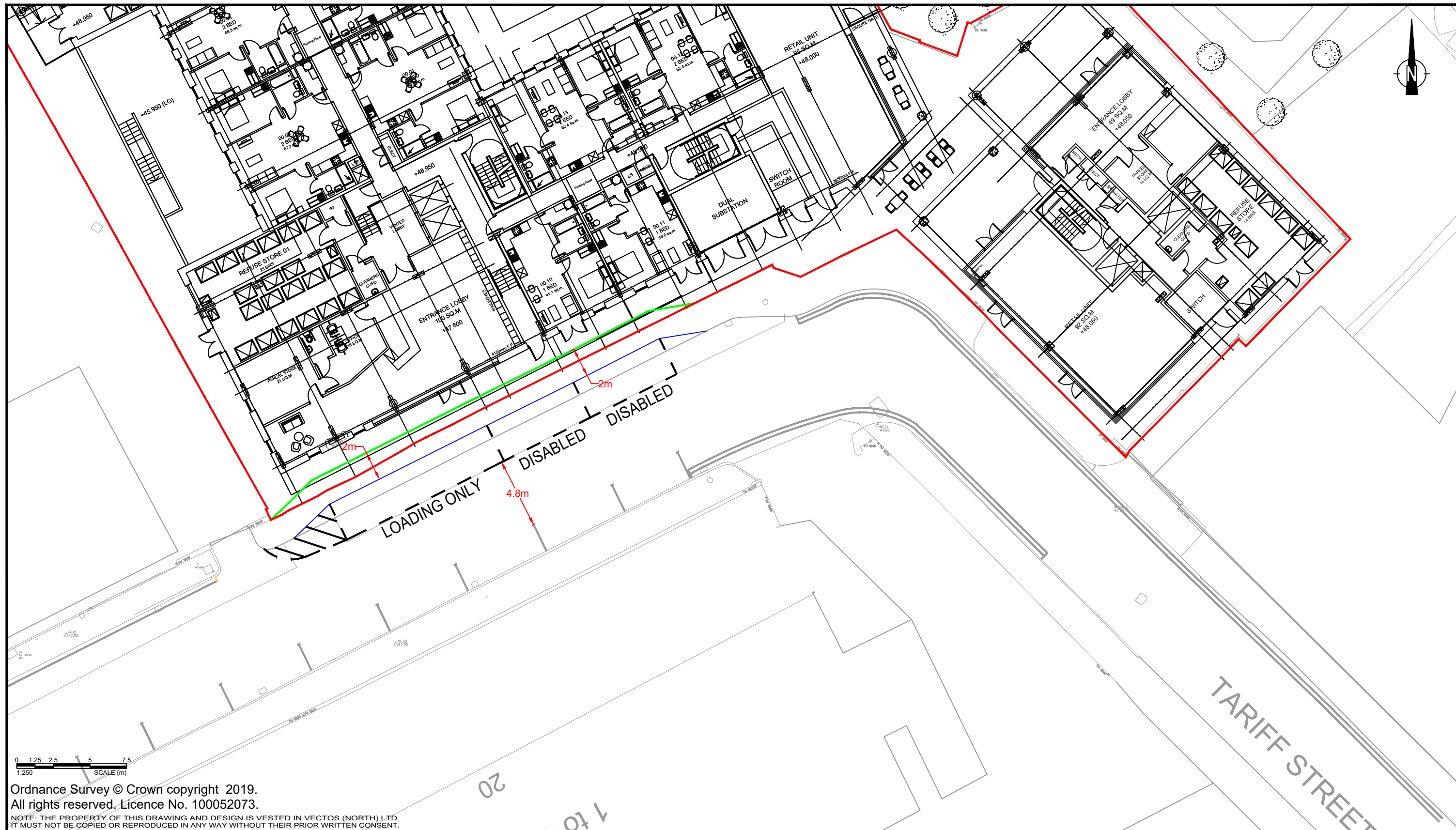
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t:0161 228 1008 e:manchester@vectos.co.uk

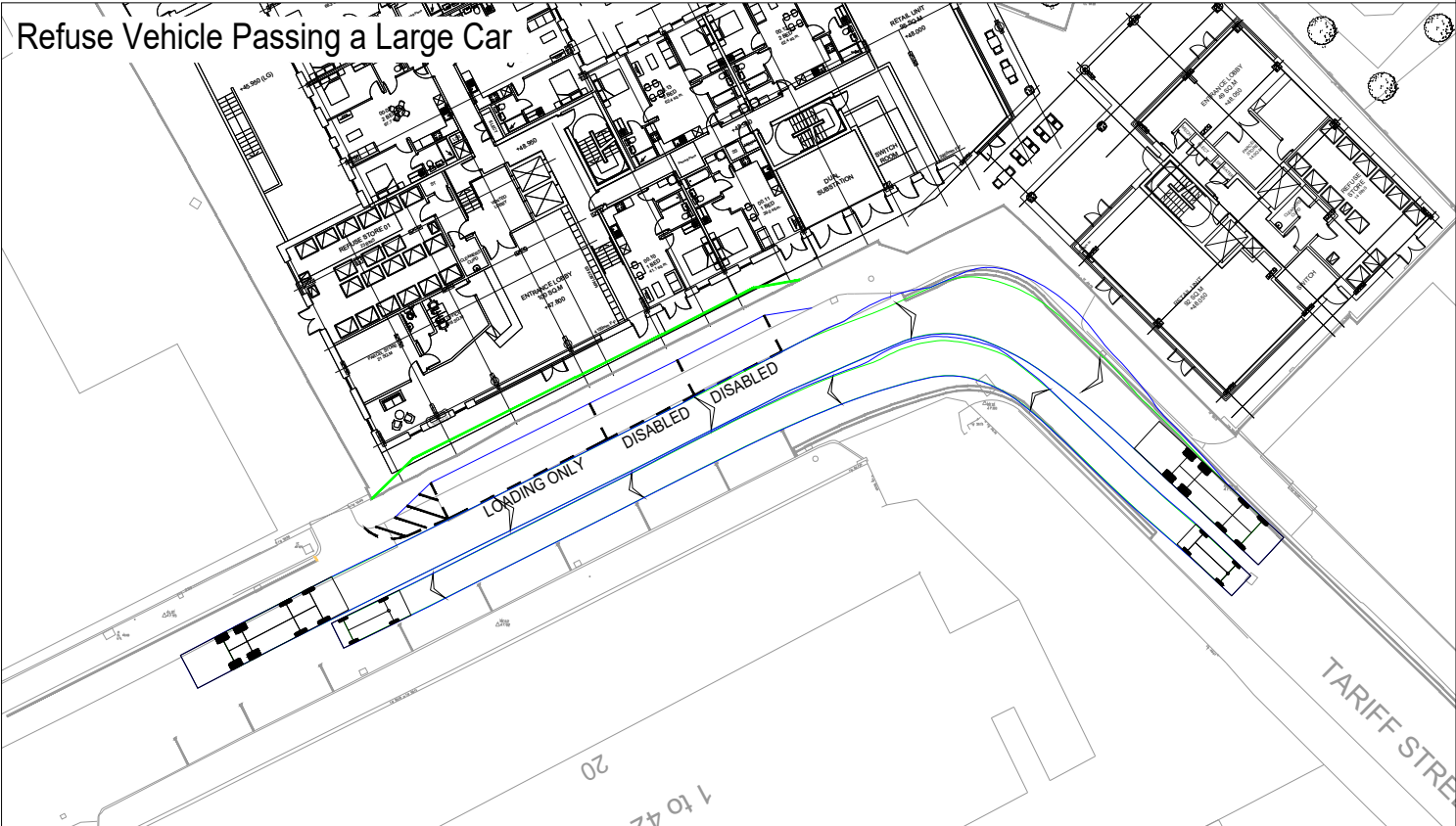
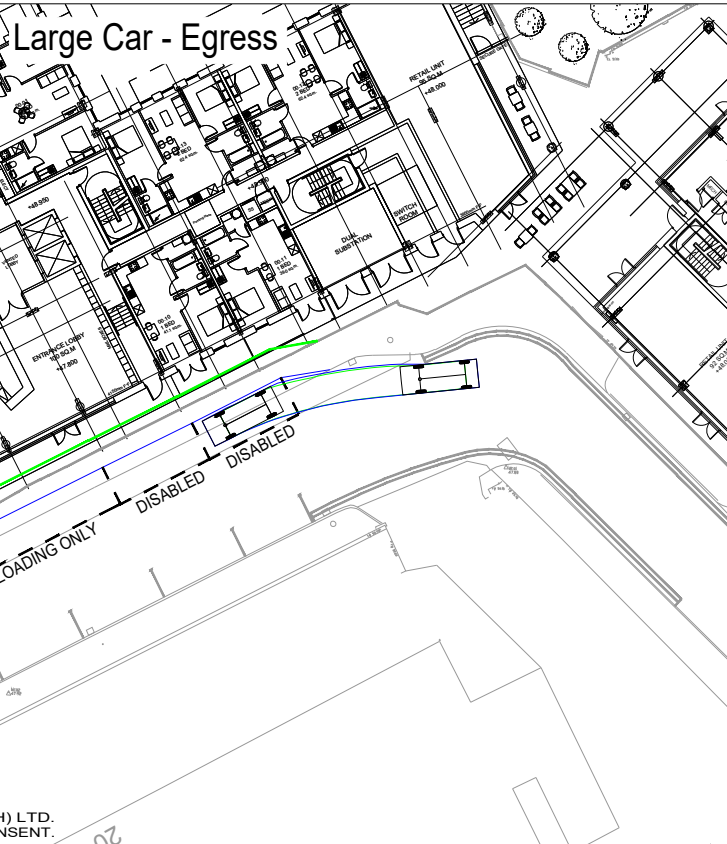
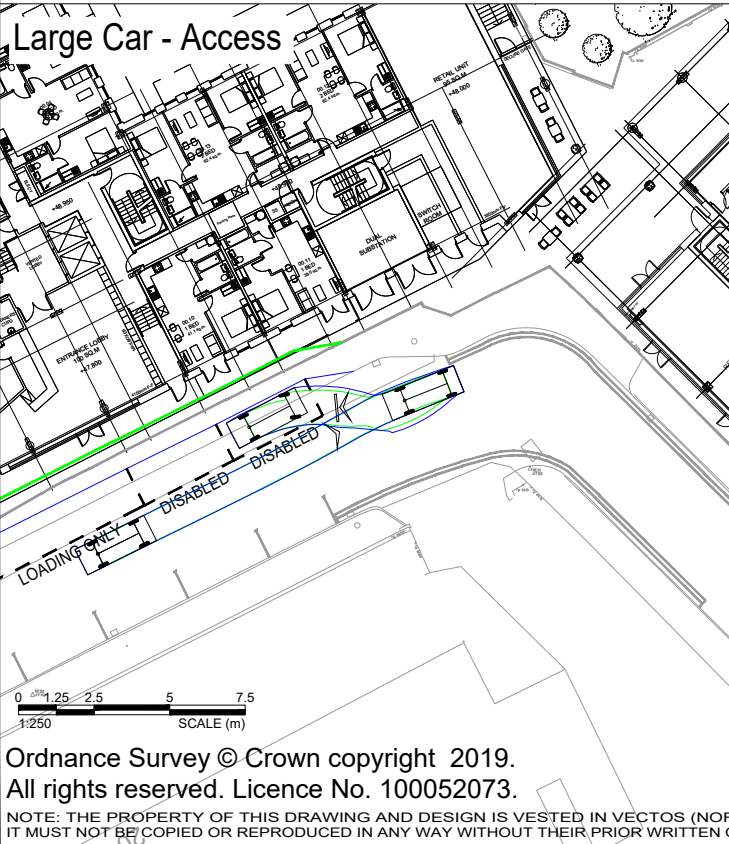
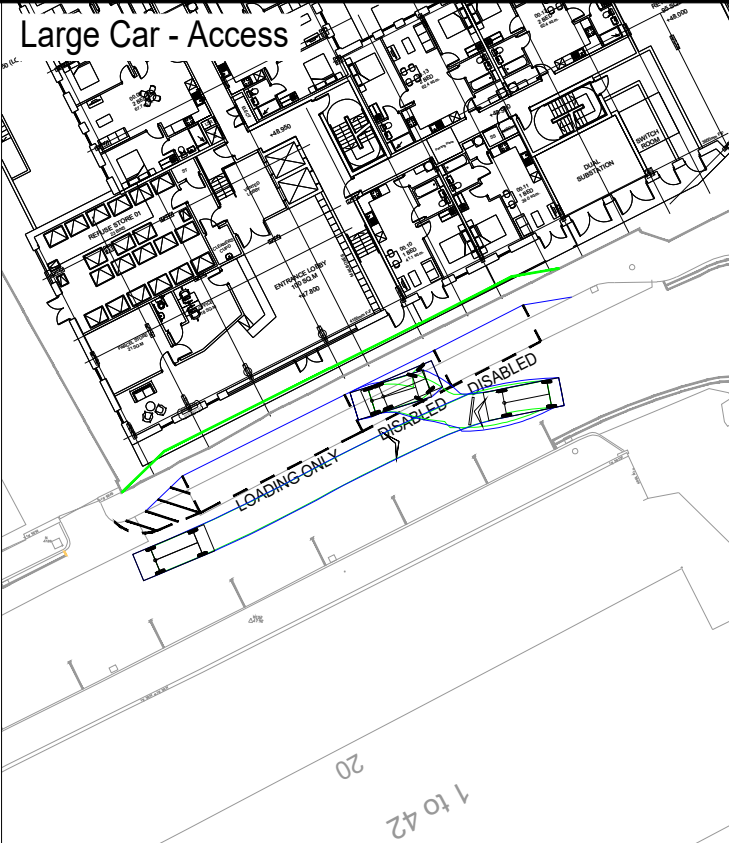
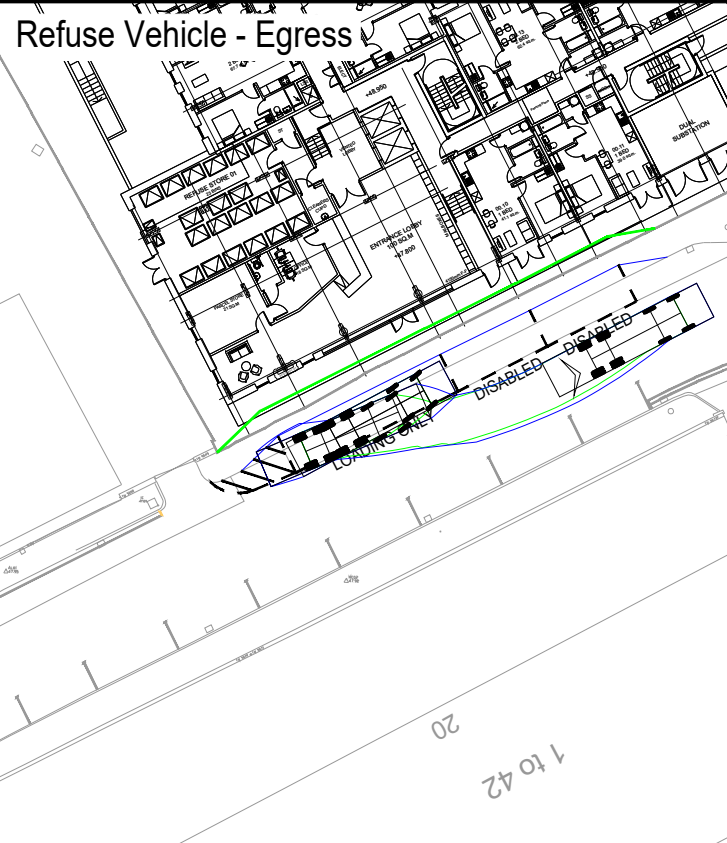
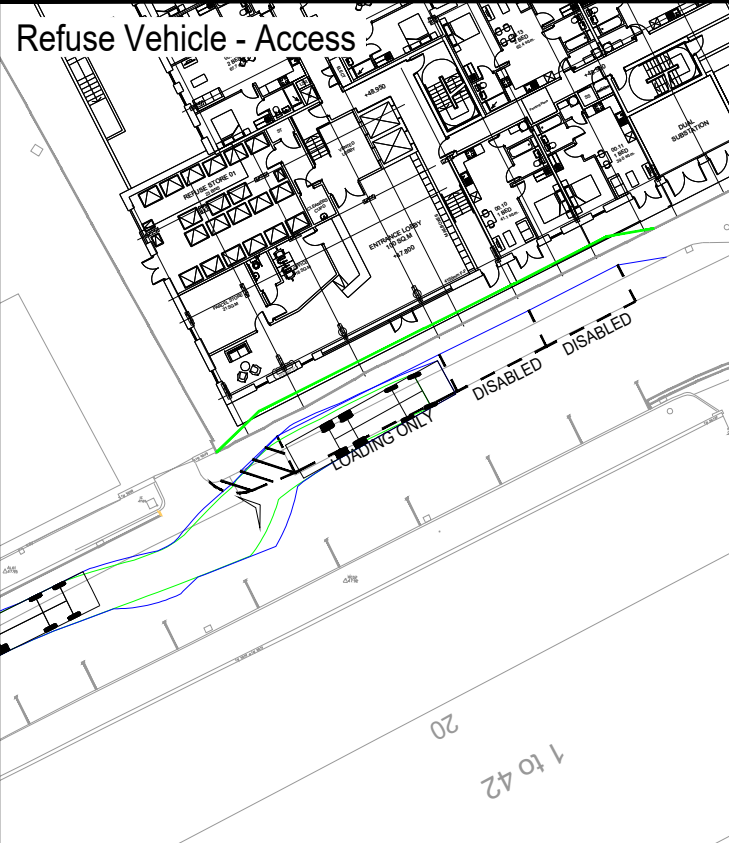
DRAWING NO:
VN222450-G103

REVISION:

Drawings



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REV.	DETAILS	DRAWN	CHECKED	DATE	Proposed Street Arrangement - Tariff Street		vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
A	Amendments made to layout	WD	OM	01.11.22				
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					DATE: 27.10.22		SCALES: 1:250 at A3	
					DRAWING NUMBER: VN222450-D100		REVISION: A	



0 1.25 2.5 5 7.5
1:250 SCALE (m)

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REV.	DETAILS	DRAWN	CHECKED	DATE
-		-	-	-

Notes:

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2. White lining is indicative only.

1NQ & The Retained Block

Proposed Street Arrangement - Tariff Street
Swept Path Analysis

Marco Living 2 Ltd & Tariff Street Properties Ltd

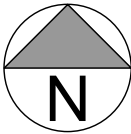
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4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

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Appendices

Appendix A

Proposed Site Layout



P03	PLANNING	KM	CJG	28.11.22
rev	description	drwn	auth	date
DO NOT SCALE OFF THIS DRAWING				

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CLIENT AXIS-RE / MARCO LIVING			
PROJECT 1NQ MANCHESTER			
DOCUMENT NAME 8198-LRW-ZZ-00-DR-A-00-011			
DESCRIPTION PROPOSED SITE PLAN			
REVISION P03	SCALE 1:500@ A3		
LRW PROJECT No. 8198	DATE CREATED 03.11.22	CREATED BY KM	AUTHORISED BY CJG
PURPOSE OF ISSUE PLANNING ☒ BUILDING REGS ☐ TENDER ☐ PRELIM/COMMENT ☐ APPROVAL ☐ CONSTRUCTION ☐			

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